

RD350B

SPARK PLUG FOULING

Use this guide as a checklist to eliminate some common RD350B service problems. This includes spark plug fouling prevention, and midyear carburetor setting and air filter changes. See the RD350 Series Service Manual and RD350B Supplementary Service Manual for reference.

SPARK PLUG FOULING

Check the following items to eliminate chronic spark plug fouling in RD350B's. Many items are directly related to proper set-up.

OIL PUMP/CARBURETOR/FUEL AND AIR INTAKE:

- _____ 1. Carburetor synchronization.
- _____ 2. Autolube pump adjustment (after carburetor synchronization).
- _____ 3. Carburetor jetting for local conditions.
- _____ 4. Carburetor float level. Float needle and seat condition.
- _____ 5. Fuel tank contamination. Petcock residue or damage.
- _____ 6. Restricted air intake: dirty filter or rider equipment (maps, gloves) under seat.
- _____ 7. Choke lever "OFF" position not positive.

EXHAUST/RESIDUE:

- _____ 1. Carbon build-up in combustion chamber.
- _____ 2. Exhaust system restriction, residue.

ELECTRICAL SYSTEM:

- _____ 1. Battery connections: clean, tight; good ground. Main fuse connection.
- _____ 2. Battery condition, charge. Proper regulator adjustment.
- _____ 3. Condition, adjustment of breaker points.
- _____ 4. Ignition timing.
- _____ 5. Spark plug caps and plug wire condition (replace if necessary).

After completing the preceding checks, solder the ignition wires:

- _____ 1. Cut couplers from wires where shown by arrows. Strip insulation 3/8" from each wire end. Solder wire ends.

NOTE: Bypass the 4-wire connector by directly soldering the orange and grey wires. Do not disturb the other wires in the connector.

- _____ 2. Allow connections to cool. Insulate with electrical tape.
- _____ 3. Check spark gap. Spark gap should be about 8~9mm at idle and 11 ~ 13mm at higher rpm.

